

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
COMMITTEE ON CONGESTION MANAGEMENT  
AND AIR QUALITY (CMAQ)**

**MINUTES  
MEETING OF JUNE 26, 2006**

At 3:01 p.m., the meeting was called to order by Chairwoman Irene O'Connell in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Judith Christensen, Tom Davids, William Dickenson, Linda Koelling, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Chairwoman Irene O'Connell, Barbara Pierce, Vice-Chairwoman Sepi Richardson, and Onnolee Trapp.

Staff/Guests Attending: Sandy Wong, John Hoang, and Walter Martone (C/CAG Staff - County Public Works), Pat Dixon (Transportation Authority Citizens Advisory Committee), Duane Bay (County Housing Director).

**1. Public comment on items not on the agenda.**

None.

**CONSENT AGENDA**

**2. Minutes of April 24, 2006 meeting.**

A correction was noted on the top of page 2, second bullet, strike the words "League of California Cities has a".

*Motion: To approve the Minutes as amended. Bigelow/Dickenson, unanimous.*

**REGULAR AGENDA**

**3. Revised Final Policy on Traffic Impact Analysis (TIA) to determine impacts on the Congestion Management Program (CMP) roadway network resulting from roadway changes, general plan updates, and land use development projects.**

Sandy Wong provided the following report:

- This item was reviewed and approved by the CMAQ Committee on March 27<sup>th</sup>. Since that time, the Technical Advisory Committee (TAC) has made some changes to the policy to address specific concerns of certain cities, and to make the policy more readable.

Comments from CMAQ Members:

- Concern was expressed over not requiring mitigation where the Level of Service is degraded, but not below the C/CAG adopted standard.
- It was suggested that some incentive be provided to increase densities in select locations that will cumulatively enhance the viability of improved transit service.
- The impacts of ramp metering, signal synchronization projects, and other improvements will be factored in based on their projected implementation date. The C/CAG Travel Forecasting Model will have all of these improvements taken into consideration in the projections of future traffic conditions.
- Shuttles and other Transportation Demand Management programs should be required at the local level to address the impacts of added traffic.

- Staff was requested to identify the number of added cars that would trigger a degradation in the Level of Service on roadways.

***Motion: To approve the TAC recommendations as presented and to add to Section II an encouragement for local jurisdictions to look at transit and other opportunities to reduce on a cumulative basis, the trips that are generated through increased development and other land use changes. Bigelow/Pierce, unanimous.***

#### **4. Recommendations for the development of a Traffic Incident Management Plan for the U.S. 101 Corridor.**

John Hoang provided the following presentation:

- It is proposed that the plan for Traffic Incident Management on U.S. 101 be developed in two phases – Phase one would cover Route 92 and south, and Phase two would cover Route 92 and north.
- The purpose of the Plan is to address major incidents, defined as lasting a number of hours but generally less than one full day, on U.S. 101.
- The Plan will include the identification of detours and roles and responsibilities of various entities for the activation of the elements of the Plan at selected locations.
- The focus of the Plan and the detours to be established is to get vehicles off of the freeway before the incident and then back onto the freeway at the first interchange past the incident.

Comments from the CMAQ included:

- Signage should be an integral component of the Plan. Caltrans has a number of electronic changeable message signs on the freeways that can alert motorists of the incident and direct them to detours. The Plan will also incorporate the use of extinguishable message signs that can be used on local streets and roads to identify the detour route.
- It would be ideal if the Plan could also include elements dealing with other types of major emergencies such as earthquake and terrorist attacks.
- The Metropolitan Transportation Commission is also developing a region-wide incident management plan. This Plan will be very broad in nature. The C/CAG Plan will be very specific as to locations, responsibilities of entities, plans of action, coordination, chain of command, monitoring, and returning the situation to normal operation.
- The goal of the Plan will be to have specific detours and routines adopted to address every possible location on U.S. 101.
- There will be two committees created to work on the development and implementation of the Plan. One committee will be composed of the jurisdictions along U.S. 101 who will likely have some responsibility for implementing and/or overseeing the implementation of the Plan. The other committee will be a technical advisory committee that will include broad representation from all potential stakeholders. It was suggested that San Francisco International Airport be included in one or both of these committees.
- The Plan will tie in with the regional 511 network and the Caltrans Transportation Management Center in Oakland.
- It was noted that U.S. 101 has some major congestion at the northern part of San Mateo County and could greatly benefit from some incident management planning. The southern section of U.S. 101 was selected for the first phase because of the tie in with the ramp-metering program.

***Motion: To approve the TAC recommendations as presented. Pierce/ Bigelow, unanimous.***

#### **5. Roles and responsibilities of the CMAQ Committee.**

Walter Martone provided the following report:

- At the request of the CMAQ Chair, C/CAG staff has assembled excerpts from the minutes and reports of previous CMAQ meetings where the roles and responsibilities of the Committee were discussed.

Comments by the CMAQ members and responses to questions included:

- It was recommended that this packet of information be used in future orientation sessions for new members.
- The new Utilities Task Force created by CMAQ should be added to the mailing list for all CMAQ mailings.
- The CMAQ requested that a copy of the roster for the Utilities Task Force be sent to all CMAQ members.
- There was a long discussion about the name “Congestion Management and Air Quality”, its history, and whether the word “Air” continues to have significance for the Committee. It was noted that the current CMAQ name has caused confusion with the Federal program that uses the same acronym.
- The word “Environmental” takes into consideration the fact that the Committee now includes programs dealing with all aspects of the environment and not just air quality.

***Motion: To change the name of the Committee to the “Congestion Management and Environmental Quality Committee”. Richardson/Bigelow, unanimous.***

## **6. Discussion of various housing items.**

- **Housing needs study**
- **Subregional housing allocation**
- **El Camino Real Workshops**

Richard Napier provided the following report:

- Housing needs study – It is anticipated that the final product of this study will be available for distribution in July.
- Subregional housing allocation – C/CAG staff held a meeting with the planning and community development staff of the cities on this topic. There was cautious interest in proceeding with the steps to allow C/CAG to take on this allocation process. Individuals are particularly interested in the potential benefits of having more local control over the process. The next step toward C/CAG assuming this role will be for the interested cities/County to adopt Resolutions by August 31, 2006. It was noted that there will always be the option to abandon the process and revert to the numbers that are developed by ABAG.
  - It was noted that C/CAG, as the Congestion Management Agency, needs to take advantage of every opportunity to promote transit and transit-oriented developments.
  - This process needs to recognize that all jurisdictions should be expected to provide their fair share of housing and not use the ability to swap allocations as a way to dump housing on a particular jurisdiction.
  - New transit should be linked to housing. There needs to be a plan to get people to transit stops.
  - For C/CAG to take on this housing allocation process, it is not necessary for 100% of the jurisdictions in San Mateo County to participate. However it is unlikely that C/CAG will assume this responsibility unless at least two-thirds of the jurisdictions participate.
  - Any agreements developed among the jurisdictions must be mutually agreeable.
  - It is important to factor into the allocation process how the impacts of new

development can be managed through new transit service.

- It is also important to ensure that jobs stay in our communities and that the commuters are able to get to these jobs.
- The Committee would like an update on the jurisdictions that adopt Resolutions to participate.
- El Camino Real Workshops – The first workshop that was held focused on gaining the input of the business community on future development along El Camino Real. The process worked extremely well and was run very professionally by the Consultants. There are some concerns with the outputs from the new land use forecasting model showing very high levels of development. Staff is working with the Consultant to resolve these problems. It is anticipated that we will be ready to start rolling out the workshops to the cities from September to December 2006. Once the problems with the model are resolved, C/CAG plans on making it available to the individual cities for their on-going use. C/CAG and Caltrans have adopted the definition of El Camino Real that includes the parameters for making modifications to the roadway. It is anticipated that this new agreement will help improvement programs on this road to qualify for new funding from the Metropolitan Transportation Commission.

## **7. Member comments and announcements.**

- Sue Lempert and Arthur Lloyd reported on AB 1699. This bill is in reaction to an accident in Southern California where a vehicle was riding on the train tracks and was subsequently hit by a commuter train operating in the push mode. There were a number of fatalities in the train car that was at the front of the train. This bill, if adopted, would prohibit commuter trains from operating in the push mode by 2010. Should the bill pass, Caltrain would have to double the number of engines that it has in service. This would be cost prohibitive and possibly put the train out of business. This bill is a reaction to a freak accident that actually could have been worse had the train been operating in the pull mode, due to the potential for the igniting of the diesel fuel from the engine. The Samtrans Lobbyist and Arthur Lloyd will be testifying in opposition to this bill at its Senate hearing on June 27<sup>th</sup>. If the bill still passes, it may be necessary for the jurisdictions in the Caltrain corridor to start contacting their legislators to express opposition with the bill.
- Linda Koelling reported on AB 2987. This bill will take away much of the authority of local jurisdictions to negotiate, manage, and regulate telecommunications franchises. The League and a number of local jurisdiction elected officials will be going to Sacramento on June 27<sup>th</sup> to testify in opposition to this bill. It is also important for local elected officials to sent letters to their legislators telling them of their concerns with this bill.

## **8. Adjournment and establishment of next meeting date for July 31, 2006.**

The next regular meeting of CMEQ will be on July 31, 2006. At 4:30 p.m., the meeting was adjourned.